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OCT
2018



*Goodwood Revival
Photo: courtesy Peter Barnes*

www.fiat500enthusiasts.co.uk

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THE 2019 FIAT 500 ENTHUSIASTS CALENDAR IS ON ITS WAY!

As many of you know, we have a fantastic annual Fiat 500 Enthusiasts calendar. We're in the process of designing the 2019 calendar and wanted to give members the opportunity to share photos they would like included.

A few things to bear in mind:

- Needless to say, we're looking for photos that showcase Fiat 500s and derivatives (only!)
- The calendar is for all club members, so we'll avoid using photos that include individuals too prominently.
- By sharing a photo, we assume that you have the rights both to the photo (i.e. you've taken it yourself) and are happy for us to include the photo in the calendar free of charge.
- As there are only 12 months in a year, unfortunately we won't be able to include all photos submitted. Our selection will be based on the following criteria: composition, complementarity with the other photos, and photo resolution.
- Your photo can be sent in any format, but ideally as high a resolution as possible. Better still, if you're able to share the photo in RAW or DNG format, please do.
- Please share your photos by emailing them as an attachment to fiat500calendar@gmail.com before 12th October 2018. If you'd like to have a credit included with your photo, please include that in your email. We look forward to hearing from you.

EVENTS

Apart from the NEC show listed on pages 28/29 there is another interesting outing proposed for early next year - a visit to a large private collection of classic cars at Studio 434 in Potters Bar, Herts. Details of this are on pg 30.

GDPR

Not everyone has given their permission for us to use their email address for the bi-monthly newsletter, news of local events etc. If you think you may be missing out, and would like to receive these notifications, please contact the editor (contact details opposite) to give your permission.

COMPETITION (pg 31)

A rather poor response received. Dig out your inner boy - or girl - transport yourself back to the day when you had a box full of toy cars, and have a go.



FIAT 500

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"TECH TORQUE"

Please note that the Fiat 500 Enthusiasts Club advise caution if following any advice given on these pages as the club can accept no responsibility.

A SUCCESSFUL 600 DIY JOB



I've been worried about the rear panel of my 600 for a long time as I knew it was badly dented and filled in. The paint was all over the place so I took it all off and had a think.

I came up with an idea of using a thick bracket I have stuck on the wall and screwing it into the panel, leaving a gap to take a large flat screwdriver. I tried it on the upper dent first

using the screwdriver to lever. Dent one popped out followed slowly by number two. I ground down the slightly raised self tapping holes and skimmed over the patch. I had at least 1/4 inch of filler to start ...now a skim and after rubbing down it should look reasonable.



The tools (picture below) are all I used. I'm feeling proud and in pocket for a change!



Martin Bates

'SLOIGHTLY ON TH' HUH'

Although the vast majority of club members are very well read, few will have the foggiest as to what the title means - it is in fact 'proper Suffolk' and means 'on the skew' - 'not quite straight'.

When I refitted the front spring back onto my Fiat (after the car had been put back together - properly) to my horror, the front wheel camber angles were horrendously out, excessive positive camber on one side and very nearly negative camber on the other side. I was more than somewhat perplexed (and that is the polite version!) and even more so when, with the car refitted onto the jig, all the chassis measurements were found to be 'spot-on' Removal (again!) and a careful inspection of the front spring led me to the conclusion that the central bolt wasn't central. This was proved by measuring the distance, each side, between the top leaf's location 'knuckle' and the locating eye in the bottom (main) leaf. The difference in the measurement between the two sides was 10mm - no wonder the angles were out.

After a fair bit of head scratching, the cure turned out to be remarkably simple.

1. Measure the distance between the 'location knuckle' (on the top leaf) and the 'eye' at the end of the bottom leaf on each side and compare the difference. Mark which side has the SHORTEST measurement on both the top leaf and the (now clamped) lower leafs).
2. Using a pair of stout "G" clamps, clamp the bottom leafs together at the point where the 'wrap-round' spring clamps are.
3. Remove the central clamping bolt and take off the top leaf.
4. File the bolt hole HALF the discrepancy distance TOWARDS the "short" measurement. This will allow the top leaf (which has the spring locating 'knuckles' built into it) to move across towards the eye with the LONGEST distance between the 'knuckle' and the eye and thus shortening that distance. So, in my case where the discrepancy was 10mm, lengthening the bolt hole by 5mm, enabled the top leaf to move 5mm away from the 'short' end and 5mm towards the 'long' end. The bolt was now central between the 2 'location knuckles'.
5. Back-fill (with weld) the elongated bolt-hole and tidy up with a file.
6. Refit the clamping bolt, tighten up the nut and release the "G" clamps. Re-check the measurements side-to-side between the 'location

knuckle on the topleaf and the eye in the bottom leaf---if you have done it properly, the measurement should now be the same one side as the other.

My measurements returned to being identical and when I refitted the spring, camber angles were practically identical side to side---the difference easily adjusted with shims behind the wish-bone pivot yoke as per the work-shop manual.

Just as a matter of interest, I asked a colleague of mine (Mark Jayes at "Motobambino") to check his stock of springs. In all cases, the springs in his stock had, one side vis-a-vie the other, differing measurements between the 'location knuckle' and the end of bottom leaf locating eye--anything up to 6mm difference. I would therefore strongly recommend that anybody fitting a new spring to his car, be-it a 'standard' or a 'lowering' spring check the measurements prior to fitment---it could save a lot of work in the future.

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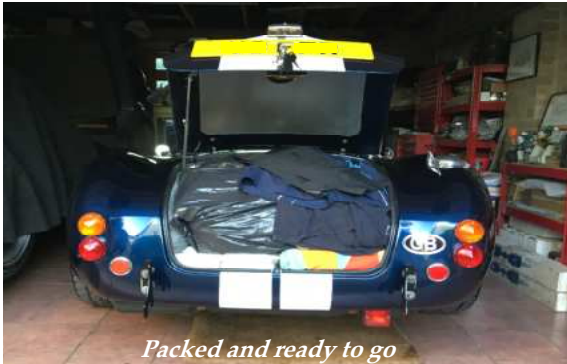
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LE MANS CLASSIC

Member and fiat 500 owner Ian relates his experience at the Le Mans Classic of 2018 in his other car, an AC Cobra.

- Thursday: Drive to ferry, meet convoy, lose convoy, arrive campsite, erect tent, chicken shack
- Friday: Wander round paddock, break whisky
- Saturday: Hotel de France, racing, sun, number plate dropped off
- Sunday: racing, sun, head south
- Monday: Blatt with hotelier, drive home, epic French roads.



Packed and ready to go

I reckon that the number of days prior to a holiday that you are packed and ready to go, is directly proportional to the excitement of the holiday itself!

Well, the Le Mans Classic 2018 was no exception! The tent, ground mats, Director's Chairs and sleeping bag had been in the boot of the car for

two or three weeks! Yes, I was very excited, not just because it was the Classic Le Mans, which is a wonderful event in itself, but because I was going with my son (he had missed the last one as he was getting married and saving up for that) and the event is bi-annual, which means you have to wait twice as long for it to come round again and, finally we were going in my AC Cobra and the prospect of that car on French roads, in the sunshine, was just too much!

It was to be an early start on Thursday morning, so the car had to be ready the night before. I had a typed up checklist and, having been before, knew what went where, what we could take and what we couldn't! Clothes were in black liners to make them squishier, whisky bottle was wrapped in a tea towel, whisky glasses were wrapped in pillow cases, washbags sat on the transmission tunnel, spare shoes were squeezed in next to the fruit juices! We had everything!

The alarm went off early and we were up and ready in no time, took the car out of the garage and one final check – tickets, passports, wallets – nothing else mattered now, we were off!

We made Portsmouth in good time and met up with our friends with whom we were driving down - a real mix of cars – a Clio Cup, an Aston Martin V8, a Porsche Carrera RS, an Austin Healey 3000, a Citroen SM and a monster 1950's American Van with a 500 bhp engine in it!

Soon were on board, loaded and ready for breakfast. The crossing was smooth and fast and we were unloaded remarkably quickly. It was now 1.30 pm French time as our convoy gathered and we were off in the beautiful French sunshine. Two miles down the road and the convoy was already well spread out! As we approached a roundabout, we saw the Aston take the first exit into Cherbourg centre which was not what we wanted. We went straight on and the Healey followed us, so far, so good. After a few miles, we realised that the Healey wasn't our Healey after all, but another one, so we just sped off on our own!

One small detail in my preparation – I had printed off instructions of how to get from Caen to Le Mans and, of course, we had landed in Cherbourg, so they were useless and my son was trying to unfold and re-fold Michelin maps in an open top car as we were travelling along!



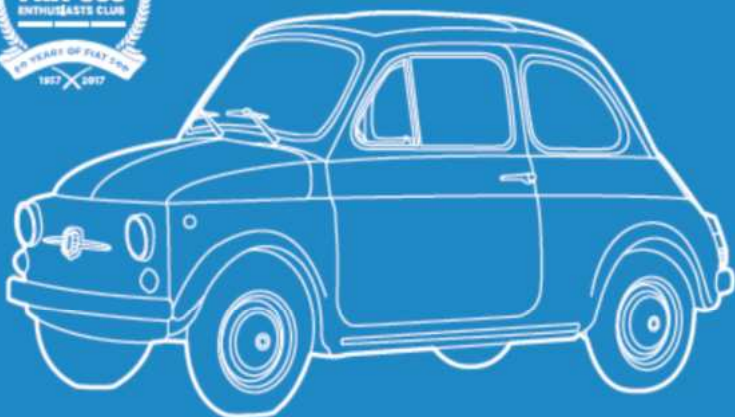
French towns were up to their usual vanishing signpost tricks, where there are clear instructions which road to take as you come into the town and then no clues whatsoever as how to get out! Why do they do that?

So we stopped for fuel and we stopped for lunch, then we stopped for fuel again. The car was going perfectly, all 475 horses thundering down the roads, overtaking swiftly, easily and noisily. By jove it was hot, full sun, 30+ degrees plus the heat of the engine and the heat of the exhaust – very hot. Soon Le Mans hove into view and we even remembered how to get to the campsite without looking it up, so we arrived, parked and headed immediately for the bar!

Once suitably refreshed, we thought we ought to put the tent up before it got dark, so we unpacked the car, erected the tent, blew up the air mattress threw in all our stuff and headed out for something to eat. Our campsite is just inside Tertre Rouge, so we are really well placed for everything – the paddock, the Dunlop curves, the bars, food court and shops. We can leave the car safe, sound and covered and not worry about having a drink because we have nowhere to drive to. We decided to head just out of the circuit to a trendy bar that serves a simple menu of chicken and chips or steak and chips. We decided on chicken, but it would seem that French chickens go extremely hungry these days, as it was all bone and no meat – even KFC would have been better – not a great start!

When we woke in the morning, it was really hot once again. We smothered ourselves in sun cream and headed off to the paddock. En route, we walked

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through the Clubs Car Park where hundreds of Car Club members had parked their cars for everyone to see – every make, every model, including, of course the Fiat 500! The Fiat Fan Club had a few fine examples on show and said that if we wanted to park on their stand, we could! I met their technical adviser, who was charming and let me have his email address!

Being the 70th anniversary of Porsche, there were hundreds and hundreds of them - every model, every shape and every size. Jaguar, Lotus, Morgan, AC Cobra you name it, they were there and all in stunning condition! In addition, there were French cars you hardly remember, Simca, Panhard, Facel Vega and others that I have never heard of!

We finally reached the paddock where you could walk amongst all of the cars, talk to the teams, take photographs – whatever you want. The Le Mans Classic is run differently from the usual 24 hour race. Because the age range of the cars is so



vast, the speed differential becomes dangerous, so rather than have all of the cars racing all of the time, they split them into 6 Grids: 1923 to 1939, 1949 to 1956, 1957 to 1961, 1962 to 1965, 1966 to 1971 and 1972 to 1981. Each Grid has three 45 minute races – one in the morning, one in the afternoon and one at night.

There was also a Jaguar Challenge Race, a Group C race and various parades – so lots to see! Each Grid had their own Paddock area, so quite a trek to get round them all, but so worth it! Needless to say, there were bundles of shops as well selling all the usual things plus bars, restaurants, fast food and coffee bars – no shortage of anything and even the queues weren't too bad, but very, very expensive – beer was 8 Euros a pint + 1 Euro for the plastic cup (re-useable)! Two burgers and chips and a couple of beers was the thick end of 50 Euros and Euros are pretty much one to the pound!

There is also very little shade, so sun management was critical this year as we basked in the 30 degree heat. Friday is practice day, so every grid goes out for a daytime and night time practice and qualification session, so there is lots going on – on track and off. Friday night we ate at the campsite, which was much cheaper with the site's own bar and food – much better value. We decided to take a bottle of whisky and a couple of glasses to the bank inside of Tertre Rouge to watch a bit of night practice, but just as we got to the top of the bank, the bag split and our

whisky and one of the glasses smashed into bits on the concrete – not quite what we wanted!



Saturday dawned bright and sunny once again and we walked to our favourite vantage point (the complex just before the Dunlop Bridge) where we wanted to watch the Jaguar Challenge. 63 cars – E types, D types and C types, XK 120, 140 and 150, Mark 1s and Mark 2s – everything! That particular complex is obviously very challenging – so many cars got it wrong – great fun!

Next were the Group C cars – over 50 of them.

We had decided to miss the lunchtime parades and drive to the famous Hotel de France in Chartre sur Loire for lunch. Photographs of all the most well-known drivers of the 50s and 60s adorned the walls – historic motorsport heaven! In the square were parked two E types, two Shelby Mustangs, an Austin Healey 3000, so the Cobra fitted in perfectly! We had a really relaxing lunch and left in time to be back at the circuit at our favourite spot to see the start of the first race! By crossing to the other side of the track, we now had a huge TV screen in front of us, so we could see the action right round the circuit – perfect!

The first race was for the early 1920's cars and we were standing right on the fence for a perfect view. It wasn't long before they hove into view, these huge old cars sliding through the Dunlop chicane at what seemed to be a fairly pedestrian pace, but then these cars are very heavy, with a high centre of gravity and skinny old-fashioned tyres. The good news was that they take so long to come round again, you can run down the bar, grab a beer and be back again without missing a thing!

Race 2 was post war Sports Cars – now I can recognise most of what's racing! What a difference in speed through the chicane – so much faster, but more drifting and more mistakes, which is of course fun for the spectators!

Race 3 is late 50's and early 60's Sports Cars – more recognisable cars, not that much different to Race 2, but then only four years more modern, but who doesn't want to see 70 or so these cars slithering through the chicane all at the same time!

Race 4 is my favourite grid – Cobras, Mustangs, Jaguar E Types, Ferraris, GT 40s,

Porsche 911s, Corvettes – what a different in speed through the chicane and the huge four wheel drifts – pure magic!

Race 5 cars start to get unrecognisable as they were specifically designed for Le Mans, very low, very aerodynamic and a lot less spectacular, but immensely fast.



Race 6 are like Scalextric

Cars, unbelievably fast, now with wings, glowing brake discs, lights ablaze – but it's time for bed! Some more youthful than I stayed up to see the Grids race through the night, but we chose to take advantage of the relative quiet of the 1920s cars and get some sleep and returned to base! (Do remember to take ear defenders – for bedtime!).

You don't need an alarm clock on Sunday morning, the Grid 6 cars will wake you up regardless of how good your ear defenders! So we were soon trackside again, where everyone was trying to shelter in the shade of the only tree on the straight! Sun management was a big deal for us over the weekend and we regretted not having bought Grandstand Tickets – not for the view, but for the shelter. We bought them the first time we came to Le Mans and never used them so never bothered since – you just never know! But we survived and managed not to get burnt – quite an achievement.

At 4 o'clock, the 24 hours was up and we returned to our campsite to decamp and load the car – pretty efficient really – we were away by 5.30 pm, managing to get everything back in the car again! Our escape from the circuit was quick and easy – mainly because we were heading south, not north. We had booked ourselves into a little hotel 25 miles south, so we could shower and clean up, enjoy a relaxing last night dinner and have the whole of the following day for an enjoyable and easy paced drive back.

We had stayed here before and it really is a super little place, but they don't do food, so we normally stroll leisurely not the market square where there is a restaurant or two to choose from, but tonight everything was full and we hadn't thought to book.

The only place open was an Asian restaurant serving Thai and Chinese food. Why

would you travel all the way to France to have a Chinese meal? And it didn't look that attractive from the outside, no menu to view and hardly anyone in it. We walked past it three or four times, before deciding it was that or nothing – the only other French restaurant open (it was Sunday night) looked worse. So we went in. We fancied Thai. We were expecting the same Menu as we see here in the UK, just in French – a curry rouge or a curry vert, things we would understand, but no such luck! Fortunately the Thai waitress spoke great English and she pointed at three or four dishes, so we just said yes and hoped for the best. How lucky were we – it was awesome – in fact we ordered another course! We returned to the hotel and spent a relaxing hour in the courtyard enjoying a nightcap.

In the morning we enjoyed a sumptuous breakfast and started to pack the car for the last time. Then I remembered I had tempted the hotel owner to make a room available for us in return for a run out in the Cobra! He was reluctant to let a room for just Sunday night, as he wanted to let his rooms all weekend for Le Mans visitors – can't blame him for that, so he wouldn't let me book early as I wanted to, so I left it to the last minute and offered him this petrol flavoured carrot.

He asked me to hang on until the last guest had checked out, but he would love to. We had plenty of time, so no problem. It turned out his dream car was the AC Cobra, which was why he had always been so pleased to see us and make sure we had a nice spot in the Car Park each of the three time over the last six years. So we strapped him in and set off, allowing the engine to warm up first, before the opportunity to overtake a trio of lorries occurred as we gained an extra lane in our direction. So I pulled out and floored it, hitting maximum revs in each gear as 475 hungry horse tried to fund their way to the road. By jove this car is bloody quick, 120 mph before I knew it – and the sound of those twin open sidepipes: epic! I lifted off and turned to see the huge smile on the face of my host – that's what an AC Cobra goes and sounds like, just like he dreamed!

I dropped him back at the hotel, still beaming and embraced a goodbye, promising to return in two years time, when maybe he will have one of his own. My son jumped into the passenger seat and we set off toward Cherbourg, stopping only for a quick beer and sandwich at lunch time plus a couple of fuel stops. We chose a combination of small roads, normal roads and, as we got closer to the port and not wanting to miss the ferry, some dual carriageway. All in all, a great combination with little traffic, just enough to have something to overtake and few gendarmes! The minor roads are fast between towns, but really slow through, so your average speed is really slow – easily half that of the motorway route. And the French pastime of vanishing signposts was there again to enjoy. If in doubt, head for Centre Ville, but we still got lost!

But we made it in time, a little tighter than I would have liked, but we boarded – we had lost an hour blatting around with our hotelier hadn't we? Another mill pond ride



across the channel and we were in Portsmouth, enjoying the delay through Passport Control. Once through, we found an Indian Restaurant en route and stopped for a final meal together, before arriving home and after an emotional goodbye, my son jumped into his own car and disappeared.

What a fantastic weekend – the sun, the drive, the cars, the racing, the atmosphere, the time spent together - I am already looking forward to 2020!

Ian Hunter

A VERY DIFFERENT HALLOWEEN PUMPKIN!



Morgan Cleasby sent in these wonderful pictures. The pumpkins are the result of an annual 'carve off' between himself and his daughter.

I particularly like the one entitled 'In need of Restoration'. I find it peculiarly endearing.

'In need of restoration'

Hopefully we will be seeing more of their efforts—anybody feel like contributing something similar?

JS



A DAY AT THE SEASIDE

Every year, on the Sunday of the 1st May bank-holiday, Ipswich Transport Museum organise a "Classic Vehicle Run" from 'Christchurch Park' in Ipswich (where all the 'run' participants gather) out to the Felixstowe sea-front. Although the run is only about 11 miles in length, the bulk of the run is through built-up area, so the locals use it as an excuse to 'picnic on the drive' and/or en-route lay-byes. Literally thousands come out to watch and wave at the run and occasionally, and as happened this year due to the slow moving traffic and very hot weather, assist some of the older cars to cool down.



It is called a 'Classic vehicle Run' (as against 'car run') due to the variety of vehicles taking part - cars, bikes, buses, trucks and military vehicles. This year the vehicles ranged from a 1922 Stanley Steamer to a 1988 Toyota Corolla and included seven Fiat 500s - a 1938 500A Topolino and six Cinquecentos of varying specifications.



If you were a bike aficionado you were well catered for - just about every type from a 1911 Triumph 3-1/2hp through to a 1985 Kawasaki KL600. There was even a 'flock' of 6 'Sinclair C5' electric vehicles to keep the 'go electric' brigade happy. In all, the 'shut-off' was called at 550 vehicles.



The only real downside of the run is that, due to the amount of money they require to do the job, the local Constabulary do not 'Police' the run so the participants of the run have to 'mix-it' with the normal Bank-holiday traffic, which can lead to a slow, hot run as it did this year. Notwithstanding that little 'glitch', the run is a very

enjoyable one.

If you live in (or near) East Anglia and have a vehicle that is more than 30 years old, give it a go; and if the sun shines, which luckily it has just about every year, you will have a great day out.

Topo Peloso



IT'S THAT TIME OF THE YEAR AGAIN !

Place: Garlenda, Italy.

Date: 4th July 2018, Time: 4pm

Occasion: 61st Birthday of the Fiat 500



For those of you who read August 2017's magazine, you might remember that last year we wrote an article on the birthday celebrations, how time does fly, as once again our village has been invaded with all types of Fiat 500's. Not as many as last year, when we believe almost a thousand cars turned up from all over the globe. This year

the numbers were in the 600's, well it wasn't a *special* anniversary!

One thing we did get this year was a birthday cake and a nice glass of something sparkling to wash it down.

Every year the Fiat 500 Italia Club welcomes a different nation to help celebrate, this year that nation was Hungary. We believe only one actual car made it but there were plenty of supporters to keep the flag flying. I managed to get a photo of Jimmy standing beside that little white car outside the 500 clubhouse.

As Jimmy was still recovering from his hip replacement, and with physio and hospital appointments taking up much of our time, we were not able to join in with many of the festivities. Our 500 hadn't been out of its garage for over a year and when we went to get it started



at the end of June we found that there was a serious fuel leak, repairing it, is not to be on the cards for a few months, and when this sort of work was sug-

gested to Jimmy's doctors they all threw up their hands in horror.

We did however manage to attend the final part of the weekend, this is when all the cars gather together at the local hippodrome for a display parade. Watching from the side lines I saw a girl asking if anyone would take a photo of her with a group of cinquecentisti from Norway. Hearing her speak English I went over to offer my help. Whilst we were chatting, a man came up and asked if I spoke Italian and could I help him, I thought Jimmy could be more help than me so pointed him in his direction. I couldn't believe it when he rushed over to Jimmy exclaiming "it is Jimmy Di Carlo isn't it"

Still at a loss about what was happening, they had to introduce themselves, Oliver Forde and his daughter Jill. We originally met them some 25 years ago when they started the Fiat 500 Club of Ireland, which they are still running, now based in Dublin. Gosh! There was so much to talk about, we didn't stop for the rest of the day.



What a small world. And it only goes to prove that owning a Fiat 500 can help you make friends and that friendship lasts for ever.

HAPPY BIRTHDAY FIAT 500. Jan & James Di Carlo

P.S. WAS THIS YOU?

Can anyone solve a small problem that we have?

The day after the Fiat 500 parade, we went to a local restaurant for lunch. (It was the Tennis Club in Garlenda, opposite the Fiat 500 Clubhouse)

The owner of the restaurant told us that a couple of English men had been in and had asked her if she knew where we were or even where we lived as they would like to meet up, unfortunately they didn't leave a name. She told them that she knew we were around but didn't exactly know where.

If you are either of these men or know who they were, we are sorry that we missed you, perhaps you can solve the mystery by e-mailing us at italcorsa@googlemail.com.

CAVEAT EMPTOR (Part 2)

In part 1 of this 'adventure in disbelief' [*featured in the June issue*] I had mentioned that until the car was put on the Jig, I was under the impression that the only section of body-work that I was going to need in order to rectify the front spring misalignment was the cross member that had the spring mounting stud welded internally in it---how wrong can one be? As Greg delved deeper and deeper into the front of the car his 'parts required' list just got bigger and bigger as he found more and more corrode panels only 'sort-of' held together by a large number of pop-rivets, along as previously mentioned, by the odd coach-screw and roofing-bolt.

With the 'spring-stop' brackets removed it was possible to see right through the inner wing into the front foot-well---whereas there should have been 3 layers of steel between the bracket and the footwell. By the time Greg had got to the end of his list of required panels, it included both inner wings, front panel, front inner/footwell panel, both front wings, the spring-mounting box section, and both floor panels. Due to the lack of availability of some 500 panels, both the floors, the inner front panel and the inner wing panels have to be 126 units, which are then 'fettled' to fit. It was also noticed that the mounting studs for the top wishbone yoke are farther apart on the 126 vis-a-vie the 500, so top wishbones and their mounting yokes (for a 126) had to be obtained, as well as 2 of the panels that go INSIDE the foot well and have the top wishbone mounting studs attached (welded at the factory) to them---the list just kept on getting bigger!

With the wings removed, Greg noticed that the bottom of the "A" pillars were rubbish 'repair' sections held on by the ubiquitous pop-rivets---Greg had to manufacture new bottom sections for both "A" pillars and then WELD them into place to effect a proper repair. With all the rubbish removed, the car looked very naked, but by leaving it on the Jig whilst all the main replacement panels were welded into place, the shape of the car was stabilized---to the point that by the time Greg had finished, the doors fitted (and closed) better than they had, I suspect, for a very long time.

To help keep costs down (and help them with their work-load) Greg and Dave allowed me to assist with the 'mechanical' side of the operation--I did all the stripping out and eventual refitting of the front suspension and steering. With all the 'to be replaced' panels removed and all the suspension and steering parts removed, Greg was at the point that he now had "good" steel to which he could attach (by welding, on this occasion) all the new panels. Slowly it all came together---new front inner/footwell panel, new inner wings and new spring-mount box section. Just to complicate things a tad more, the front inner/footwell panel is for a LHD car (to the best of my knowledge, they are not available in RHD format), so



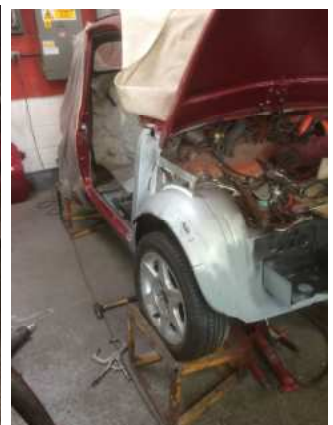
Greg then had to adapt the panel to suit.

With the above panels fitted, the shape of the car was 'set', so Greg had me back to the shop for me to refit the suspension and steering parts. With this done, the car was removed from the Jig and put up on 4 tall stands, which made it a lot easier to fit the new wings and front panel. Greg also had to copy the o/s brace between the inner wing and outer wing, and manufacture the same bracket for the n/s wing. With the lowered suspension fitted on this car, along with "group 2" wheel-arch extensions, it was necessary for Greg to carefully measure the old wings (before they were sent to the scrap dealer) to ascertain how much of the lip had to be removed, prior to welding the inner wing panel to the outer wing panel---forgetting this small chore will result in a very 'floppy' car!

With the wings back on and trimmed, the new front panel could be fitted; and now with the suspension and wheels back on the car, it was at last, beginning to look like my "wee beastie" again.

To be continued (and finished)

Tom Montagu



500s AT THE GOODWOOD REVIVAL 2018

Shortly before the event, (why are these things always last minute!) our chairman John received a communication from Goodwood to ask if our club would be prepared to bring six of our cars to be displayed IN the GRRC club marquee at the Revival. Following a very hasty ring around, six cars were located and a few days before the start of the show were driven into the marquee and lined up amongst the tables.

They appear to have created quite a lot of interest as shown by these pictures kindly taken by Peter Barnes .

Member Phil Swallow provided one of the cars and as you can see from his report below, this was his first visit to Goodwood Revival.



"I had never been to the Revival Meeting before and whilst I heard great things and seen a few videos of past meetings, I was not really sure of what to expect. People had told me about visitors being encouraged to dress in period costume - I knew that some would, but thought the majority would go in 2018 attire. Having relied on this perception I felt seriously 'under dressed' - I would say that 90% of people attending go in a 1940, 1950 or 1960s costume.

You genuinely do feel as though you are being transported back to a more glamorous age. The main purpose of the meeting is 'vintage motorsport' but the revival theme is everywhere and the attention to detail is amazing - from



the clothes people wear, to the merchandise on sale and the entertainment provided - even the playing of old black and white adverts on the large screens.

It is clearly an advantage to be interested in motorsport, old cars and motorcycles but this is more than a Car Show. It is an experience - there is so much to see and do and I think you could enjoy it for so many different reasons - the vehicles, the motor racing, vintage aircraft, people watching, fashion, retail therapy and entertainment (including a Fairground, Butlins Big Top and an open air Cinema showing period related films).

If you have never been then I would recommend that you consider it for 2019 - you probably need two days to do it justice and if you want to blend in then definitely have a look through the wardrobe and start planning your costume!"

Phil Swallow





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THE BRADFORD CLASSIC – 2018



I brought my 1973 Fiat 500R in March 2016. She had been imported from Florence, so is affectionately known within the family as 'Flossy', or mid life crisis as my wife likes to call her. I already owned and restored a classic mini but it was now time for a new challenge. After a number of weeks I stumbled across this little 500 in a local showroom. I'd seen loads of pictures of the 500 in the classic car magazines and on social media but I'd never seen one up close. I fell in love with her straightaway. Being a Yorkshire man I negotiated a really good deal and brought her there and then. She was a complete impulse buy.

That weekend I proudly drove her home but as I pulled on to the drive one of the front wheels fell off. This was a sign of things to come. Her bodywork and paint were in great condition but mechanically she needed a lot of work. She was a real fur coat and no knickers type of girl.

Over the next 18 months my Dad and I spent many happy hours in the garage working through the tasks; researching and sourcing parts and generally trying to tame her. Most of the time it felt like one step forward and three steps back. We have done all of the work ourselves, including taking the engine out twice in the process. Little Flossy is still very much a work in progress but we've now got her to a stage where she starts, runs, drives and stops pretty reliably. We still have the odd hick-up and breakdown now and again, but I suppose that's all part of the fun.

At the beginning of the summer I attended one of our local classic car meets at The Woolpack Pub (from Emmerdale Farm) and bumped into a gentleman called Mike Cowlam. It turned out that Mike was responsible for organizing and running the Bradford Classic car show. During our conversation Mike

informed me that the show had been running for 12 years and in all that time they'd never had a Fiat 500 entered. I'd never shown any of my cars but after a bit of sweet-talking from Mike, I thought it would be good to support a local event and I agreed to enter Flossy in to the show.

We arrived at the show on a gorgeous sunny August morning and were quickly directed to our allocated space, which was directly in front on the beautiful Bradford Town Hall. A total of 131 cars were on show, including Ferrari's, Jaguar E-Types, Porches, MGs, Triumphs etc. During the course of the day we were overwhelmed with everyone's reaction and love for our little car. We had a queue of people waiting for their turn, to sit in her or to have their picture taken. Even the Lord Mayor asked to sit in her.

Towards the end of the day we were introduced to the judging panel and to our complete surprise Flossy was awarded Runner Up – Best in Show. To say we were excited would be a complete understatement, we were chuffed to bits.

We never built Flossy to be a show car but seeing everybody's reaction and to get their feedback was really great. We had a fantastic day but most importantly it's been great to spend time with my Dad and to share this experience together. I know this is one memory we will both remember for a very long time.

We are very proud of little Flossy and are already planning our next adventure.



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EVENTS 2018

If you are thinking of attending any of the shows or events, PLEASE register your interest with the Club contact/organiser.

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*The exclusive club discount codes are only for club members use. The codes are valid for Saturday or Sunday Adult tickets and Saturday or Sunday Family tickets only when booked in advance. Family ticket gives access for 2 x adults and up to 3 x children (aged 5-15). Club discounts will be applied to on-the-door prices: Club Adult £24.50 (£30 on-the-door) and Club Family £68 (£80 on-the-door). Calls cost 13ppm plus standard network charges. Ticket prices include a free show guide. Advance tickets are only available until midnight on Thursday 8 November 2018. All bookings are subject to a single transaction fee of £1.95. All information correct at time of publishing, see website for more information. Don't forget to hand your club voucher/ticket stub into your club stand at the show so they can benefit from a commission.

9 - 11 November NEC Classic Car and Motorcycle Show

This year The Fiat 500 Enthusiasts Club in cooperation with the Classic Car Company and Proietti have planned something very special indeed for the NEC show.

A Fiat 500 to be built from scratch in front of the viewing public

Autumn is on its way, the nights are drawing in, leaves are starting to drop, and once again I'm begging for volunteers to help at the show on November Friday 9th to Sunday 11th. This year we're planning something a bit different, a small team of crack 500 mechanics will assemble a 500 from its constituent parts over the three days of the show.

Meanwhile, I and my band of merry volunteers will be talking cinquento with the public and hopefully signing up new members. If this sounds like fun then luck is at hand, simply contact me Nathaniel Cross web@fiat500enthusiasts.co.uk and let me know on which of the days you'd like to volunteer.

We have tried to find something exciting and different that will appeal to our members and hopefully encourage you to come and support us at the NEC. Please visit us and make yourselves known to the volunteers. You may even learn a thing or two by watching the mechanics at work.

SOMETHING TO LOOK FORWARD TO DURING THE DREARY BACK END OF WINTER? - FANCY A VISIT TO STUDIO 434?

Depending on interest shown, one of our members has offered to organise a trip to Studio 434 in Potters Bar, Herts. www.studio434.co.uk/

Some of you may have read an article on the studio in August's *Practical Classics*. The studio hosts Rodger Dudding's car collection of over 420 vehicles. The collection began around 50 years ago and comprises cars, motorcycles and auto memorabilia. Over 100 years of motoring is represented with the earliest car a 1911 Vulcan 15.9 tourer complete with dicky seat and the latest a 2017 Rolls Royce *'Wraith'*. Studio 434 also includes the largest private collection of Aston Martins. According to their website the collection holds 2 Fiat 500s and a Topolino.

This would be a self guided tour with no limited time and staff on hand to answer queries. Tea, coffee & biscuits served on arrival. Cost £30 per person.

This collection is not open to the public and we need a minimum amount of people for them to open especially for the club. So if you think you may be interested, contact the editor 07749499785 magazine@fiat500enthusiasts.co.uk

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COMPETITION

This is just a small portion of Martin's collection of model Fiats.
How many can you identify correctly?

THE PRIZE?

Choice of two mugs or cap (colours as available) featured in the PG 4 advert



Answers should be given from top to bottom—left to right and sent to the Editor (letter or email) The first correct answer out of the hat is the winner.

The Editor's decision (with the help of Martin)) is final.



NON MEMBER SALES

Please note The Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

<p>Fiat 500L, 499cc 21000kms 1970 Italian Import (Left hand drive)</p> <p>Contact: Ollie Berkley (07467) 147668 email: ollieberkley@procam.co.uk</p>	 <p>FOR SALE</p> <p>£6,995</p> <p>Rear Wheel arches need new metal hence price reduced to £6,000</p> <p>New installation. All new suspension. Imported June 2015 123 Electronic Distributor. Owned from September 2015. All receipts and service history available.</p>
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FOR SALE 1972 FIAT 500 RHD



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Please contact Geoff on
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MEMBERS WANTED AND FOR SALE

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FOR SALE 1937 TOPOLINO



1937 Fiat Topolino as per club calendar Nov page. *(opposite)* Purchased 3 - 4 years ago from club member in Wales.

Body sandblasted and in grey primer, complete new floor, inner and outer sills sitting on 4 wheel trolley. Chassis sandblasted and powder coated.

Engine restored and assembled, new master cylinder, semaphore arms etc. Four brand new tyres and tubes—not fitted, 2 axles, frame to turn body upside down etc. All papers and English factory workshop manual.

Someone with a lot of time needs to assemble it. Not a cheap project but will look good when finished. I have no time. Would like to get back £5000.00 the cost minus labour.

Make me an offer - Phone Jeff 07768 830943 or 01487 773367 (Surrey)

WANTED

Pocher-Rivarossi 1/13 scale FIAT 500 & 600 models in any condition

Peter Barnes 01420 88275

or Peterb@aosmith.co.uk

FOR SALE
Late 1973 500 Fiat - £4250



RHD Rust free. Re-sprayed white last year. All major bodywork completed. Some work still required to pass MOT.

Present owner has owned the car for 10 years. 308 chassis. Spare gearbox included. Garaged. New owner will need to trailer the car away.

**ALSO Many 500 spares for sale. Located Bridgewater Somerset.
 Tel. Rod Bryant 07817 666459/ 01392679376**

FOR SALE

Fiat 500 engine & Gearbox, - Offers

Genuine 20,500 miles only Engine Serial # 3112941, manufactured 1971

Engine (499cc) & Gearbox taken out of my 1971 Fiat in late 2016 and is inhibited and currently in dry storage, engine turned over manually

On regular basis. Located Surrey.

Keith, T: 01372 469109, M: 07778 383552

FOR SALE

A number of Fiat 500 items including cylinder head, clutch, covers, cases, springs, pedals. Can be collected from Dorset or postage can be arranged.

Contact Colin 077719 77933



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NEW MEMBERS

The Fiat 500 Enthusiasts Club extends a warm welcome to the following members who have recently joined our club

Nicky Brooks	Devon	Fiat 500 L
Clive Bailey	Derbyshire	Fiat 500 L
Brian Lloyd	Surrey	Autobianchi Giardiniera
Lisani Porodron	Enfield	Fiat 500 F
Jock Westwater	Edinburgh	Fiat 500 Giardiniera
Greg Moore	Essex	
Stephen English	Kent	Fiat 500 L

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